

AMERICA FIRST, HUGHES PLEDGE WHEN NOTIFIED

Nominee Assails Wilson for Mexican and Foreign Policies.

FOR PREPAREDNESS AND LARGER ARMY

Firm Stand, Speaker Says, Would Have Saved Lusitania Lives.

ROOSEVELT SHOWS GREAT ENTHUSIASM

Great Crowd of Notables Packs Carnegie Hall to the Roof.

"America first and America efficient."

This was the keynote, this the promise, uttered by Charles E. Hughes last evening at Carnegie Hall as he accepted from the hands of Senator Warren G. Harding and the Republican convention's notification committee the party's nomination to lead the coming battle for the Presidency.

With all his old-time vigor of utterance, with the same power of analysis which was the marvel of those who faced him as a prosecutor in the old insurance days, the Republican candidate, appearing before the public for the first time since he emerged from the judicial cloister, threw himself last night, as it were, full panoplied again into the political arena with a speech that made Col. Theodore Roosevelt, seated opposite to him, clap his hands many times in approval. He mercilessly assailed the Wilson Administration for the slipshodness of its foreign policy, pictured its course in Mexico as "a confused chapter of blunders" and pilloried it for its vacillations, its indecision, with respect to preparedness, and other domestic problems of vital concern to Americans in this hour of crisis.

Hall Packed to Roof.

Carnegie Hall, packed to the roof despite the sweltering heat, cheered Mr. Hughes again and again as he made his telling points. But perhaps the loudest applause of the evening came when, at the very outset of his speech, he called up the vision of a new America, to obtain which he dedicated himself, an America that was to be "conscious of its power, awake to its obligations, erect in self-respect, prepared for every emergency, devoted to the ideals of peace, instinct with the spirit of brotherhood."

"A country," he concluded with an emphatic gesture that brought his audience to their feet, cheering wildly, "loved by its citizens with a patriotic fervor, permitting no division in their allegiance and no rivals in their affection, a new America first and America efficient."

Not even in the old days when he assailed race track gambling from many platforms throughout the State did Mr. Hughes get a more genuine, spontaneous outburst of applause than that which greeted him as he drew this picture. And to make the scene still more inspiring there was the Colonel, seated with his family in one of the first tier boxes, waving and clapping his hands in approval.

Pays Tribute to Colonel.

It seemed to be the same Charles E. Hughes that faced the crowd last night for a whitish time which the passing years had given to the whiskers. As he analyzed the shortcomings of the present Administration, at times with a stately and ironical touch that brought both laughter and approval from those in front of him, he used the same emphatic gesture that made him such an effective campaigner before he sought the seclusion of the bench.

Mr. Hughes, as had been predicted, brought the Mexican issue sharply to the fore in his speech. A sickening story of brutality and lust, he called it, indicating that he would demand from Mexico the performance of international obligations, without mediation or interference with what does not concern us.

With respect to our foreign policy, he insisted, it was not the words, but the strength and resolution behind them that counted. When he said in this connection that there would have been no sinking of the Lusitania had it been under the leadership of the Administration, he evoked from the audience a sentence. One of these came when Mr. Hughes delicately paid a tribute to Col. Roosevelt by declaring that "the Administration had been forced to change its attitude toward preparedness. Inactively the crowd turned toward the figure sitting beside his daughter, in-law, Mrs. Theodore Roosevelt, Jr., and let the Colonel see that the applause with which this was greeted was meant as much for him as for the man who had uttered it. And Mr. Hughes smiled and seemed as pleased as did the Colonel. Mr. Hughes's speech will be found in full in another column.

Cheers Greet Roosevelt.

There were hotter places in New York last evening than Carnegie Hall. It was not the heat, but the enthusiasm of the men who were seated in the front rows, many of whom were well-known figures in the city, that made the hall so electric. The speaker, who was seated in the front row, was greeted with a roar of applause when he rose to speak. The crowd, which was estimated to be the largest ever gathered in Carnegie Hall, was in a state of high excitement. The speaker, who was seated in the front row, was greeted with a roar of applause when he rose to speak. The crowd, which was estimated to be the largest ever gathered in Carnegie Hall, was in a state of high excitement.

HOTTEST DAY OF SUMMER KILLS 3, PROSTRATES 38

Thermometers Along the Streets Register from 100 to 105—Cooler Weather Promised To-day—High Humidity Enervating to Workers.

The super ardent heat wave that has been making things sizzle in the prairie States drifted into this longitude yesterday and sent the official mercury 4 degrees higher than it was on the hottest preceding day of the summer, or up to the scorching altitude of 93.

That means that the comparatively refined air that only the breezy prophets on the 414 foot tower breathe was so recorded. Down in the bottoms of the steel and stone sided valleys where workaday folk go along on their close to earth duties, and where the air is pretty well impregnated with the perspiration and the breath of the millions, not to mention the radiating heat from the walls, the mercury was more ambitious, marking in some very hot places more than 100 and clinging pretty close to 100 almost everywhere there was an ordinary mercurial thermometer not too closely screened from the sun.

After all, the air we breathe at normal altitude is the kind that is measured to tell how we are suffering or enjoying ourselves. It is quite cheerful and pleasant on Pike's Peak when it may be mighty hot down on the Colorado plateau, and it is just as true that the air we do not breathe but would like to, never has been known to cause heat prostrations.

At every grating of the big buildings heat demons danced fantastically all of yesterday afternoon. They were doing their greatest vibrations between 3 and 5, when the mercury aloft was between 92 and 93, and six or eight degrees above that aloft.

There were two deaths in the borough of Brooklyn by the heat. William Lucas, 76 years old, of 201 Prince street, was overcome while sitting at a window and died before the arrival of an ambulance which he had summoned. Samuel Kelling, aged 58, of 144 Myrtle avenue also died from the heat.

In Long Island City, Borough of Queens, George Stettin, aged 22, was overcome while sitting at a window and died before the arrival of an ambulance which he had summoned. He was found by his mother, who called a doctor, who pronounced him dead.

The police reported up to midnight twenty-two prostrations in Manhattan, nine in Brooklyn, four in the Bronx and three in Queens.

The high humidity of the most of the afternoon and was mustered out and diminish their resistance to the torrid attack.

The national forecasters hold hope of a let-up in the heat this day, which will be "generally fair," followed by cooler weather to-night.

CAPT. FRYATT'S WIDOW 47TH RETURNS WITH BALDWIN MADE HEAD

"Murdered by Germans," Says Asquith—"Criminals Shall Be Punished."

LONDON, July 31.—The Government has recommended the granting of an extra pension of £100 (\$200) annually to Capt. Fryatt's widow besides the sum to which she is entitled under the Government's compensation scheme. The Great Eastern Railway, of one of whose ships Capt. Fryatt was the master, is also granting his widow a £250 (\$1,250) annuity.

"It appears to be true that Capt. Fryatt was murdered by the Germans," said Premier Asquith in the House of Commons this morning in reply to a question by Sir Edward Carson, leader of the Unionists.

The British Government," the Premier declared, "has with deep indignation at this atrocious crime against the law of nations and usage of war. Coming as it does contemporaneously with the lawless cruelties to the population of Lille and other occupied portions of France it shows that the German high commands under the stress of a military emergency have renewed their policy of terrorism."

"It is impossible to conjecture to what further atrocities they may proceed, but the Government desires to repeat emphatically its resolve that when the time comes these crimes shall not go unpunished."

When the time arrives they are determined to bring to justice the criminals whoever they may be and whatever their position. In a case such as this the man who authorized the system under which the crime was committed may well be the most guilty of all."

SHELL A COSTLY SOUVENIR.

Carpenter Loses a Foot by Careless Handling.

Desire to keep as a souvenir of Sunday morning's explosion a two pound shrapnel shell found on the deck of the four masted schooner George W. Elzie, undergoing repairs at Robbins's dry dock, Brooklyn, was responsible for the amputation yesterday in the Holy Family Hospital of part of the left foot of John Johnson, 36 years old, a ship carpenter, of 430 Bainbridge street.

The wrecked schooner, which was damaged by the explosion of the chest and abdomen as a result of his whim. He was reported out of danger last night.

The wreck of Mr. Elzie was one of the many craft anchored near the scene of the explosion. She was found later floating aimlessly in the vicinity of Bedloe's Island, the captain of the tug Gallagher and towed to the dry dock. Her deck was covered with exploded and unexploded shells. The only living thing aboard her was a dog.

Johnson with a dozen or more men were working aboard the schooner yesterday making repairs, when the former picked up a shrapnel shell and tossed it into his top box near by. Immediately there was a deafening explosion, which caused the men working near by to jump into the bay. After the explosion, Johnson was found lying severely injured. There was no sign anywhere of his tool box.

No one else on board the ship was injured.

ORDER TO KEEP ICE PRICE DOWN

Knickerbocker Co., He Declares, Will Protect Housekeepers.

The mercury in the tube may soar, but the price of ice to the household will not, according to Wesley M. Oler, president of the Knickerbocker Ice Company. The news was handed out in answer to an inquiry based on the report that ice prices were about to climb.

"I do not know," Oler said, "other companies may boost the price of ice, but this company is not contemplating any change. The only question is in getting enough ice to supply the demand." The price of ice in the city is 17 cents to 20 cents to restaurant and club owners was made last spring. Mr. Oler said, and was not the result of the present torrid spell.

I. R. T. PAYS CITY \$477,907.51.

It Was Due for Obligations Covering Three Months.

The Interborough Rapid Transit Company has just paid the city \$477,907.51 for various obligations from April 1 to July 1.

The largest item, \$412,705.06, is for rental of the existing subway, contracted in 1907. For work contracted in 1902 the amount paid is \$54,170.45. From the income of the Ninth avenue line there was paid \$11,032. All the items exclude sinking fund payments.

Doughty Detective Bureau and Military Police.

131 Broadway Investigation, Surveillance, Founded 1901 by Harry V. Denery, Principal.—Adv.

CITY IN DANGER OF GREATER EXPLOSION

Tons of Munitions in Gravesend Bay Await Ships Bound for Europe.

2,000,000 POUNDS A DAY

Jersey Towns Also Say Railroads Ignore Law by Storing Explosives There.

New York city faces a danger incalculably greater than the \$30,000,000 munitions explosion of last Sunday morning on Black Tom pier. Daily it is at the mercy of 2,000,000 pounds of explosives that are floated into Gravesend Bay for transshipment to vessels of the Entente Allies. In lighters of the same type as that which set the blaze to the trainloads on the pier of the Lehigh Valley Railroad ammunition exceeding in quantity the greatest amount that ever has been on a railroad siding on any pier in the city, are piled up in danger of practically being unleashed in danger of proximity to Brooklyn.

Under the laws laid down by the Interstate Commerce Commission, the trains must unload within twenty-four hours the explosives that reach their piers. Great as is the shipment every week of this destructive energy to England, France and Russia it is a demonstrated fact that ships cannot bear the huge bulk as fast as it is put on rails. Therefore, to keep within the law, the munitions are set afloat and accumulate in Gravesend Bay. Hence, New York goes to sleep every night over an exposed mine. What would result should a spark set fire to this mass defies imagination.

Zone of Safety Needed.

Every step that has been taken thus far in the Federal investigation of the causes of Sunday's explosion has been more and more emphasizing compliance with the present regulations simply transfers the menace from the remotely placed railroad yards of New Jersey into the city of New York.

It is admitted by the investigators who have added the facts here stated that an inevitable outcome of their inquiry will be the giving the city a zone of safety. What the solution will be none of the Federal authorities is ready yet to state.

The avenues that bring to New Jersey 60,000,000 pounds of ammunition every month have served since the explosion as channels for complacency. Every city, every town and every village along to have been the same. The plants to the unloading yards have demanded the removal of risk. These let-downs have brought charges that the railroad houses of the city were storing within the vicinity of these dwelling places carloads of munitions for days at a time.

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Many Carloads on Rails.

Testimony will be taken to learn if the forty-eight hour rule has been lived up to by the different roads. It will be part of the inquiry to determine just how many carloads of explosives are on tracks today and how long they have been there. Imperativeness has been lent to this angle by rumors that within fifty miles of the receiving yards 500 carloads are on rails.

Under the law it is demanded that at no point shall explosives be held for more than forty-eight hours. The obligation is upon the railroad to see that the ships are given the longest time possible to have been the same. The plants to the unloading yards have demanded the removal of risk. These let-downs have brought charges that the railroad houses of the city were storing within the vicinity of these dwelling places carloads of munitions for days at a time.

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Whole Division in Line.

The small number of prisoners taken by the British and the German troops of the struggle. The Germans tried with all their means to check the victorious advance. In one sector alone, of less than five kilometers in length, they put out an entire division of troops. The information is the situation of the Germans at Glinch and especially at Guillemont is extremely critical.

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Two Ignore Warning, Drown.

Boys Swept Over Neversink Falls—Third Victim in Lake.

Port Jervis, July 31.—Twice warned that it was dangerous to row near the falls of the Neversink river here, Israel Weintraub, 19, and Max Lutsky, 17, both of 122 Dumont avenue, Brooklyn, paid the penalty of their disobedience.

As they put out in a small boat from a summer hotel where they were spending their vacation they were told that because of the rain the river had reached a dangerous stage. Again as they rowed aimlessly toward the falls they were told by fishermen to turn back, but took no heed. When finally they reached the falls the boat from which they were fishing overturned.

James H. Adams, also of Brooklyn, was drowned in Lake Lackawanna, near Andover, when the boat from which he was fishing overturned.

CANOE UPSETS NEAR FALLS.

Two Sleeping Men Escape Death Near Passaic's Brink.

PATERSON, N. J., July 31.—Frank Alexander, 21, of 40 Temple street, and Alexander, 22, of 4 Circle avenue, both of Paterson, having paddled up the Passaic river in a canoe last night to escape the heat, went to sleep in the bottom of the craft, which started drifting toward the Passaic falls, a mile below. As they passed under the Bruce street bridge 500 feet above the falls a cork anchored the structure shouted to awaken them.

Delay in Removing Cars.

H. A. Campbell, Inspector for the Interstate Commerce Commission, has ordered that the cars which were damaged by the explosion of the explosion, be removed from the tracks as soon as possible. The cars were damaged by the explosion of the explosion, be removed from the tracks as soon as possible. The cars were damaged by the explosion of the explosion, be removed from the tracks as soon as possible.

PORTUGAL USES SEIZED SHIPS.

Thirty-two German Vessels to Form a Regular Service.

MADEIRA, July 31.—The Portuguese Government has authorized the publication here of the announcement of the inauguration of a service comprising thirty-two German steamships which have been seized by the Portuguese.

The vessels were turned over to the various Portuguese shipping companies, who have agreed to pay a commission of 5 per cent on the total amount of freight carried. One of the ships, formerly the Rotterdam and renamed the Figueras, has already made three trips to England.

GERMAN COTTON EXHAUSTED.

Lausanne "Gazette" Says Empire Has No Further Reserves.

Special Cable Dispatch to The Sun.

LONDON, AUG. 1 (Tuesday).—The Lausanne Gazette makes the statement that Germany's cotton reserves are completely exhausted.

The newspaper asserts the source of the information is German and absolutely reliable.

Reclamation All Main Line Traffic via Southern Railway.

Leave N. Y. daily 11:08 A. M. 1:35 P. M. and 12:30 A. M. for Atlanta, Montgomery, Mobile, New Orleans, Birmingham and intermediate points via Charlotte, N. C. also 1:01 P. M. daily for Augusta via Spartanburg. N. Y. Office, 244 1/2 Ave.—Adv.

FLEET OF GERMAN AIRSHIPS ON THEIR WAY TO LONDON

After Bombarding Eastern Counties They Head for the Big City—British Aviator Engages Zeppelin Until He Is Wounded by His Own Gun.

LONDON, Aug. 1 (Tuesday).—A fleet of German airships after bombarding eastern and southeastern colonies late last night, are on their way to London. It was reported this morning. An official communication issued says:

An attack by a number of hostile airships developed before midnight. The raiders are reported as having crossed the coastline along the eastern and southeastern counties. Bombs were dropped off the Thames estuary. The attack is proceeding.

Another official communication issued early this morning says:

The raid appears to have been carried out by a considerable number of airships. The raiders seem to have spent some time cruising over the counties of Lincolnshire, Norfolk, Suffolk, Cambridge, Essex, Kent and Huntingdon.

Bombs were dropped somewhat indiscriminately over localities possessing no military importance. Our anti-aircraft gunners have done their best, but with good effect. Full details of the raid are lacking.

This is the second raid within a week of the east coast of England by Zeppelins. An earlier statement said that yesterday morning a Zeppelin was engaged by a British aeroplane off the eastern coast.

At 5:15 o'clock this morning one of our aeroplanes pursued an attacking Zeppelin thirty miles off the east coast. The pilot had fired more than two trays of ammunition into the Zeppelin when he was temporarily incapacitated by a portion of his machine gun flying off and stunning him. The Zeppelin was nowhere to be seen when the pilot regained consciousness. He was therefore forced to return to his station.

Great loss of life attended a Zeppelin raid on London on October 13 last. According to the official British account 157 persons were killed or injured by the bombs dropped by the raiders, but a far larger number of fatalities actually occurred according to persons who were in London at the time and later came to know the truth. Little military damage was done by the Zeppelins, but many buildings were wrecked. One hotel was blown to pieces.

The raiders first appeared over the city in the early evening and delivered a bomb attack. After disappearing for five hours they again returned to drop explosives upon the city about midnight.

AT MAUREPAS' OUTSKIRTS

Fierce German Counter Attacks Are Repulsed at Hem Wood.

LONDON, July 31.—The Allies maintain unceasing pressure both on the western and eastern fronts. The British north of the Somme advanced at some points on the plateau to the north of Bazentin-le-Petit.

The British and French started a fresh combined attack on Sunday from Hem Wood to the Somme and made decided progress, which brought them near the village of Maurepas. The misty weather which has hindered the operations has given place to clear skies with intense heat.

The Germans are making the most determined counter attacks and officially claim that the Allies have not gained a foot of ground by Sunday's attacks.

GERMANS CALLED TO IMMIGRATION BILL IS DEFEND FATHERLAND

Newspapers Join in Appeal as Third Year of War Begins.

Special Cable Dispatch to The Sun.

LONDON, Aug. 1 (Tuesday).—The German newspapers are devoting great attention to the completion of the second year of war. They are full of references to the victories of the German army and the victories of the German navy.

With a unanimity suggesting official dictation they appeal to the nation to strengthen its efforts to defend the Fatherland against unscrupulous enemies determined to destroy it. Imposing lists of total captives of prisoners and war stores, with official maps of the territory brought under German arms, are printed.

It is admitted that, although Germany has done great things, her enemies are not unquarrelled. The ability to wrest final victory on the battlefield is proclaimed on every hand.

The Norddeutsche Allgemeine Zeitung admonished the people to do everything they can to help with a victory by following implicitly and uncomplainingly the order of the Government.

The Frankfurter Zeitung says:

"The groggy premiums triumphs such as never before have been accorded to any nation. Only one thing remains to fight on until the hour, whether near or distant, when the forces of the enemy shall be destroyed."

WAR RISK PROFIT \$2,192,348.

Federal Government Announces U. S. Ship Insurance Figures.

WASHINGTON, July 31.—Secretary McAdoo today made public a summary of the operations of the Bureau of War Risk Insurance for the year ended June 30, 1916. The figures show a profit of \$2,192,348 to the Federal Government in less than two years.

From September 2, 1914, the date of its establishment, to July 31, 1916, the bureau has insured 1,339 vessels covering a total amount of \$128,392,359 on non-contraband goods and ships carrying non-contraband goods all over the world.

The bureau has received for this insurance amounted to \$2,904,866, against which the losses to date amount to only \$12,518.

At present the bureau has at risk a total of \$12,325,198, and during the last year it has covered over \$16,037,444 of insurance at a premium of \$28,841.

The bureau expires by limitation of law on September 2, 1916, and will go out of the business of writing war risk insurance on that date unless Congress extends its life.

WAITERS AT WAR AIDED.

Fellow Support Kin of Men at the Front in Europe.

Two years ago this month, when the German advance into France had gained such impetus that it looked as if Paris was in grave danger, twenty waiters in Moquin's two establishments in New York answered their country's call. Eighteen of them left families to the care of other employees of the firm.

How that trust has been observed was learned yesterday in the Fulton street restaurant as well as the Sixth avenue place where there were weekly collections, to which each employee must contribute.

The waiters, who are now in the front lines, are being supported by the men who remain at their posts, many of them by reason of age, and this support will continue for the duration of the war.

BLACKLIST REPLY SOON.

U. S. Protest "Receiving Sympathetic, Careful Attention."

LONDON, July 31.—At the British Foreign Office it was stated today that the American note protesting against the blacklisting of American firms was receiving sympathetic and careful consideration. An answer probably will be sent in the near future. The note raised the question of an extensive investigation, the British policy in regard to this matter being well settled.

The Department of Foreign Trade expects to continue to settle as quickly as possible all individual claims to release from the list.

Barbers Taking Strike Vote.

Twenty thousand journeymen barbers in the metropolitan district are now taking a strike vote. Rubin Guskin, business agent of their union, said yesterday. The result will be announced in two weeks. Increase of wages and shorter hours are demanded.

UNIONIZE CITY, SAY CARMEN, OR ALL CARS STOP

Ultimatum to Companies Demands Freedom to Organize Every System.

SEE 30,000 WORKERS OUT IN GREATER CITY

Subway, B. R. T., Elevated, Hudson Tube and L. I. Men Disaffected?

NEW YORK RAILWAYS NEXT, POLICE BELIEVE

Two Thousand May Join Third Avenue Fight for Closed Shop To-day.

Street railway strike leaders, led by William B. Fitzgerald, the organizer from Troy, threw down the gauntlet of "unionism or a teup of all the car lines of New York" to the transit corporations of the greater city yesterday.

The question: "All union carmen on all the transit lines or a complete paralysis of transportation facilities, which?" was formulated by the delegates, who admitted secret efforts have been under way for the last four years to organize the 30,000 conductors, motormen and mechanics employed in all five boroughs. The time now, they say, is ripe for a general walkout.

Fitzgerald, his gray eyes sparkling, was seated in his room in the Continental Hotel last evening, surrounded by his associates, William D. Mahon, international president of the Street Railway Union; Hugh Frayne, organizer of the American Federation of Labor; Louis Engler, counsel, and Timothy Healey. His sleeves were rolled up and his collar was off. A solitary diamond glinted on one of his fingers.

"Our watchword, boys, is 'unionism,'" he said, as he greeted the reporters. "We have done very nicely thus far, but we are just starting. Now get it out of your heads that we are particularly interested in the green cars or the New York Railway Company. We don't discriminate. We've tied up the Third Avenue fight as a drum and now we're going to organize the men on every line in the city and send New York, N. Y., are organizing them now. There's the subway, the elevated, the B. R. T., the McAdoo tubes, the Long Island traction line, the Second avenue line and the New York Railways."

"When are you going to call a strike on the New York Railways?" asked a reporter. "Strike? There's no such thing. Who said anything about a strike? I said we are organizing the men and we've enrolled men from every line I've mentioned, and the men are demanding action. Now, let's see what the companies are going to do about it. I'm going to get a good sleep to-night. I need it."

"How about Mr. Healey's statement to the New York Railways employees?" "Healey's opposed to the union, and I won't discuss him now."

"Fight for a 'Closed Shop.'"

Fitzgerald by that statement and other assertions previously made indicated that there is to be an effort to have a closed shop on all the railways. In other words, the unions will insist on the companies hiring only union officials, and insist on having their union officials recognized by the companies.

The move, Fitzgerald declared, is a plan it is evident the union leaders are moving secretly in a large and comprehensive scheme. The strike of the Third Avenue carmen was extended to the North River Railroad, running from the Desbrosses street ferry over the Williamsburg Bridge into Brooklyn. It was learned that embryonic organizations already have been started among subway, elevated, Hudson Tunnel, B. R. T. and Long Island City railway carmen.

An indication of how serious the authorities regard the growth of the strike was given by the fact that the city conference that took place last night between Gov. Whitman and Police Commissioner Woods. Neither would say what had been discussed, but both alluded to what they would meet again to-day.

New Walkout Due To-day.

As for the New York Railways, the police last night said they believed a strike would be called on that company's lines to-day. A hall for meeting purposes already has been rented on the West Side, where the green car employees may assemble and where a mass meeting soon will be held, perhaps to-night.

For propaganda work among the carmen on these lines the best men from among the strikers on the Third Avenue system in both the Bronx and Manhattan were sent out yesterday in squads of six, each in charge of a car. The squads are being led by a captain, to meet carmen in secret who are ready for a strike or to do missionary work among the men at work.

Significant also was an order issued last night by Police Commissioner